



MEMORANDUM

DATE: September 1, 2004

TO: **Chuck Ruhsenberger, Washington State Department of Transportation**
Amy Echols, Washington State Department of Transportation (WSDOT)

FROM: Karen Ciocia, The JD White Company, Inc.

RE: Meeting Report for August 12, 2004

CC: **Bart Gernhart, Washington State Department of Transportation**
Leon Winger, Washington State Department of Transportation
Connie Kratovil, Parsons Brinckerhoff

On August 12, WSDOT representatives met with business and property owners and residential and business tenants in the project area of NE 219th Street and NE 10th Avenue who may be affected by Option M, an alignment being considered to connect SR502 to I-5. WSDOT is evaluating this and the original Recommended Build Alternative (Option E-4) to develop an option that best meets area transportation needs (such as safety and congestion relief) while balancing costs and minimizing impacts on the natural and built environment. At the meeting, attended by nearly 35 individuals, WSDOT:

- updated business and property owners on what has happened since the March 2004 Open House—why we're studying an additional option for the interchange and the differences between Option E-4 and Option M,
- identified the challenges the project design team is addressing,
- listened as citizens in small groups gave their input on possible impacts to their properties or businesses.

After a brief presentation and general question and answer session, the meeting broke out into smaller groups around maps to discuss specific property issues and impacts with WSDOT. During this part of the program, WSDOT received information it had not heard earlier. A group of citizens from the south side of NE 219th, east of NE 10th, explained that their septic tanks/sewers are in the part of their property that borders NE 219th. WSDOT will investigate to determine the impact of this on Option M-South.

Through a one-page questionnaire (see Attachment A), WSDOT collected comments from citizens on impacts to properties if the centerline of the new roadway, east of NE 10th Avenue, 1) stayed where it is, 2) moved north, or 3) moved south. By viewing aerial maps of the project area, attendees were able to see how moving the centerline affected different properties, with right-of-way lines placed approximately where they would sit in the road's final design. The different placements of the centerline were titled Option M-North, Option M-South, and Option M-Center. Attendees also had the opportunity to comment on impacts of Option E-4 on their properties and businesses.

The following sections, organized by option, summarize the comments received from the questionnaire. Original comments are part of the permanent project file.

Option M-North

- Don and Jo's would have to be demolished
- Tavern would not be affected
- Would not impact the residents east of Duluth
- No impact unless the curb on the northern part of 10th expands past NE 221st Street
- Preferable to E-4—E-4 cuts my property in half—taking the north between 22nd and 10th has less impact
- See no reason to destroy existing businesses
- Maintain commercial value of properties along existing NE 219th Street
- Will take out our house and tie up our property
- Highway would be too close to the house—would not be able to use driveway—just want to be treated fairly
- Don't know what these "Option M's" would mean to us as no one can give us a straight answer. I personally believe this is not the best option for the businesses or safety of traffic flow.
- Too close to front of house and would affect our drain field – almost impossible to exit our driveway.
- This option would leave me the most land to sell or develop of the "M" options. I prefer E-4.

Option M-Center

- Probably would effect both sides of the road (buildings—impacts to income)
- No impact unless the curb on the northern part of 10th expands past NE 221st Street
- This would be the worst of both worlds
- Maintain commercial value of properties along existing NE 219th Street
- Will take out our house and tie up our property
- Highway would be too close to the house—would not be able to use driveway—just want to be treated fairly.
- Too close to house – possibly affect our drain field, dangerous exiting driveway.
- This option starts to intrude on my land, including drain field, leaving me less land to sell or develop. Granted the state will pay me current market value at this time for whatever is needed to build M-Center. Value of the remaining land will be less than it would be with Option M-North or E-4. Commercial development relies on space for parking, landscaping, etc. Larger pieces of land have more options. Land prices here will go up after the interchange is built, but I will have already lost one-quarter to one-third of my land to market value at this time. I will have less land to sell with less possibilities. I prefer E-4.

Option M-South

- Would require removal of “old historic building” in vicinity of NE 219th Street and 10th Avenue.
- Could require removal of mobile home—impact to rental income
- This would be the best for our business
- No impact unless the curb on the northern part of 10th expands past NE 221st Street
- This would adversely impact far more people than taking the north side from 22nd to 10th
- Seems most sensible for business to remain at a profitable state
- Maintain commercial value of properties along existing NE 219th Street
- Will take out our house and tie up our property
- Highway would be too close to the house—would not be able to use driveway—just want to be treated fairly
- Dangerous exiting driveway – would have to move all underground utilities.
- This option would leave me with one-half acre, one-half of my original investment. This option would also take out my house and septic system. To rebuild...would not be logical. As far as having something to sell after M-South is built, I would be at the mercy of development around me....If the state chooses M-South, I think I will demand the state buy my whole acre, rather than one-half. I prefer E-4.

Option E-4

- Would negatively impact business especially from the east and to some extent from the north
- It would adversely impact us by taking our residence and our rental property. Replacement in the Ridgefield school district would be costly.
- This would divide my property and adversely affect the wetlands in front of the property. It would disrupt the whole rural format of the Duluth corner area.
- Negative effect on a lifelong citizen—destroys farmland (open space) and interferes with wetlands on 219th and 10th. Would remove a monthly source of income from pasture and residence rentals.
- Reduces the commercial viability of properties along current 219th alignment.
- Has least impact
- Least impact on us—still have the traffic noise and pollution
- This would go right through our property – major impact! As much as we don’t like it, it makes the most sense to me for the businesses as well as the homes in the area.
- Would take most of our property, but would be the safest way to exit driveway onto 219th. Preferred option.
- This option will create a high-speed corridor for traffic needing a safe and efficient method of getting to and from I-5....Existing roads will allow safe, low-speed traffic to any commercial development or residences in the area....E-4 will provide a separation between (high-speed and low-speed) traffic. E-4 will stimulate development in Duluth because of sensible vehicle speeds: i.e. commercial development with left and right turns to and from main roads, and into and out of facilities on 10th

Avenue and 219th Street. Duluth residents will not have restrictions imposed on them because of a high-speed corridor.

Other comments

- We know from past experience that road closure affects our business. When the road was closed north on 10th Avenue, business was down 30-40%
- The barrier going north on 10th Avenue not to exceed past our property—which is 160 feet.
- The shortest distance between two points is a straight line. Option M is preferable to E-4.
- We are in agreement that a final quick decision would be of benefit to all because everything is at a standstill.
- No one is willing to buy our property until the decision is made
- I am concerned about the fencing and grading on the circle at the west end of the overpass.
- Storm water detention ponds are the best breeding beds for mosquitoes (West Nile disease).
- Sometimes it feels like a few loud opinions are driving the decisions and extending the time. We changed our whole building/moving plans because of the recommended build alternative; then some politician gets involved and everything changed. Just make the decision!
- Being senior citizens, we would like to sell our property within the next three years. Any of the options would make selling almost impossible—no one would buy, with the possibility of the state taking more property in the near future.
- There is not enough room for Option M in Duluth. Properties on both sides of 219th Street and 10th Avenue will suffer because curbs and medians...will limit access on, off, and to the high-speed corridor. Residents and businesses will be...restricted. Option M would create traffic hazards because of the different agendas of the people using 219th Street...These groups should not have to deal with each other. It will be safer and best if they don't. E-4 is the best route.

WSDOT received a few general questions regarding schedule and specific design issues. A comment card was also filled out requesting a copy of the final changes in the vicinity of one of the properties when the design is complete. Comments were forwarded to the appropriate project team member for response.

Generally, residents are concerned about Option M and businesses are concerned about Option E-4. Proponents of Option M are quite varied regarding whether to keep or move the centerline.

As comments continue to come into WSDOT, they will be added to the meeting file.